

# THE JUNK BOX

Volume No. 1, Issue #2

March, 1966

The Official Publication of the Michigan Token & Medal Society

## MEETING NOTICE

The next regularly scheduled meeting for our group, will be held in conjunction with the Michigan State Numismatic Society Convention, (April 15-17), to be held at the Pantlind Hotel in Grand Rapids. The time for our meeting has been set for Saturday, April 16 at 3:00 P.M. Many important matters will be discussed, so if possible, please try to attend.

If any of the members have any suggestions, or comments, but are unable to attend the meeting, we would appreciate hearing from you by mail, prior to the date of the meeting, in order that your ideas can be expressed.

Slides on various types of tokens and medals have been prepared, and will be shown to those present. The members will also have as much time as desired to swap tokens... and tales.

## MICHIGAN STATE NUMISMATIC SOCIETY

We are one of the specialty groups, within the Michigan State Numismatic Society. Although membership in this organization is not required of our members, we strongly recommend it, inasmuch as our group will be responsible for part of the Editorial material for the parent organization's publication, "The Mich-Matist". Annual dues for the M.S.N.S. are \$1.00. Application can be made thru our organization, if desired.

The other specialty group, already organized within the M.S.N.S., is one for the collectors of Paper Money, operating on a similar basis as ours. Any of our members, who are also interested in this phase of collecting, are cordially invited into their membership.

## EXHIBIT AWARD

As was discussed at our organizational meeting, our group will purchase an award or trophy, to be presented to the best entry in the Token & Medal Category at the forthcoming M.S.N.S. Convention. The judging for this award will be done by our group, and will be in addition to the regular trophy being offered by the host club.

## AUCTION

We mentioned in our first issue that a token was donated to our group by Phillip Markovitz. Since that time a few other items have also been received, and all will be auctioned off during the meeting--all proceeds to go to the treasury of our group. The tokens involved are as follows:

\$1.00 Trade Check from Mentor (Clothing Store) Kenny #243, 32 mm. (P. Markovitz)

Gen. George A. Custer Medal-1965 (Monroe Coin Club)

J.F. Kennedy Medal, 40 MM. (R. Ingalls)

Indiana Sesqui-centennial Medal 1816-1965 (R. Ingalls)

Earl Schill (Detroit) Advertising Token (As was described in the last issue of the "TAMS Journal"). (Frank Western)

Perhaps we will also be able to auction other tokens, belonging to the members also, if there is a desire for it.

We sincerely thank the contributors of these items, for their donations.



## ADVERTISING POLICY

We have decided to accept ads in our publication on a trial basis, at the following rates: 1 Full Page--\$5.00; 1/2 Page--\$3.00; 1/4 Page--\$2.00. These ads should be type-written, or written legibly, and submitted with the correct fee. At the present time, we are unable to accept pictures, or cuts. Taking an ad in the "Junk-Box" will help to finance our Bulletin, and perhaps make it possible to issue them more than four times a year. We will accept items from any member up to six lines per issue, on a no-charge basis.

## MEMBERSHIP CARDS

Our membership cards are being enclosed with this issue. For lack of a better insignia, we have had our initials printed in one corner, in monogram form. Al Bobrofsky has been working on a permanent insignia for our group, and credit for the temporary idea of our initials in monogram form should be given to him for his efforts.

Thank you to all of our members for your patience in waiting for these cards.

In the event you wish to contact any of our members, you will find their names and addresses in the membership lists. It would be wise to save all of the issues.

## "RIOT" PICTURES AVAILABLE

We have been able to obtain copies of pictures, showing the damage caused during the Muskegon Street Car Riot, as was described in our first issue. These pictures are offered to our members, as a set of eight different prints (B&W) on a cost basis price of \$2.00 per set.

It might be of interest to learn that this article was entered by Harold Schmal at a January Convention in Arizona, and it received a special recognition. Harold reported that many of the visitors attending the show were interested in it.

## MICHIGAN TRADE TOKENS

With this issue, we begin to publish a trial listing of Michigan Trade Checks and Tokens, as compiled by Marie Johnson. A similar trial listing was printed in the early issues of the TAMS Journal. However, since this time Marie has been able to add many items to her listing, and inasmuch as the early issues of TAMS are difficult to obtain, we felt it worthy to reprint.

As mentioned, this is a trial listing, and we are well aware that it is lacking some tokens. In order to make it more complete, if you have, or know of, other tokens of this category, not listed by Marie, please let her know about them. By each of us doing this, we can sort of repay Marie for her effort in providing us with the information she has submitted.

Marie has also advised that she may possibly be able to provide us with a page of pictures for one of our future issues, showing some of her interesting Michigan Trade Tokens.

Marie has offered to provide us with other articles that she is presently working on, for future issues, --The Defunct Antrim Iron Company of Marcelona, Michigan, and its bi-metal tokens, etc.

We sincerely appreciate this type of offer, and urge all of our members to try their hand at writing about their tokens, or other items in their collections.

## OFFICERS OF M.T.M.S.

President-----Robert K. Lusch  
Vice-President-----Robert A. Dewey  
Vice-President-----P.H. (Jim) Frans  
Sec'y.-Treas.-----Harriet J. Nordhof  
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Bd.Member (1 Yr. )--Norma Killinger  
Editor-----Harriet Nordhof

Mailing Address:  
Michigan Token & Medal Society  
300 West 27th Street  
Holland, Michigan 49423



MICHIGAN TRADE TOKENS

(Part 1.)

Compiled by, Marie A. Johnson, (All Rights Reserved)

ADRIAN, MICHIGAN

1. W. O. Albig Co. / Adrian, Mich. / One on each shoe purchase / of / \$3.00 / or over  
Rev.: Good for / 25 cents / towards a / \$3.00 / purchase of shoes.  
(aluminum - 35 mm.)
2. Majestic / Sports / Center / Adrian, Mich.  
Rev.: Good / for 15¢ in ? Trade  
(Green plastic, White letters, 23 mm. square)

ALBION, MICHIGAN

1. Hap & Poke / 3024 / Albion  
Rev.: Good for / 5¢ / in trade (aluminum - 22 mm. - octagonal)

ALMONT, MICHIGAN

1. North End / Recreation / Almont  
Rev.: Good for / 5¢ / in trade (brass - 21 mm.)

ANN ARBOR, MICHIGAN

1. Frey Brothers / Ann / Arbor, / Mich.  
Rev.: Good for / 5¢ / in trade (aluminum - 21 mm.)

ATHENS, MICHIGAN

1. I. E. Wells & Son / Athens, Mich.  
Rev.: Good for / 5¢ / in trade (aluminum - 21 mm.)

BATTLE CREEK, MICHIGAN

1. G. G. Jones / Druggist / Battle Creek, M.  
Rev.: Good for / 5 / in trade (brass - 21 mm.)
2. Markham Sales Co. / Battle Creek, Mich.  
Rev.: Recreation Machines Leased (brass - 21 mm. - holed)
3. Post Tavern / Battle Creek, M.  
Rev.: Good for / 25 / in trade (brass - 24 mm.)

BEAVERTON, MICHIGAN

1. Farmers & Builders / Supply Co. / J. J. / Dutweiler / Beaverton, Mich.  
Rev.: Good for / 1¢ / in trade (aluminum - 18 mm.)

BENTON HARBOR, MICHIGAN

1. Bell / Creamery Co. / Benton / Harbor, / Mich.  
Rev.: Return with / Bottle / and / Receive / 5 / Cents  
(aluminum - 25 mm.)
2. E. A. Mc Auley / Benton Harbor / Mich.  
Rev.: Good for / 2½¢ / in trade (aluminum - 25 mm.)
3. Nick's / Lunch / 115 Water St. / Benton Harbor  
Rev.: Good for / 5¢ / in trade (brass - 19 mm.)

BIRCH RUN, MICHIGAN

1. Buster Brown's / Smoke / Shop / Birch Run  
Rev.: Good for / 5¢ / in trade (aluminum - 29 mm. scalloped)
2. Buster Brown's / Smoke / Shop / Birch Run / Mich.  
Rev.: Good for / 5¢ / in trade (aluminum - 22 mm.)

MICHIGAN TRADE TOKENS - Cond.

BLANEY, MICHIGAN

1. C. E. Ebert / Blaney / Mich.  
Rev.: Good for five / 5 / in trade (brass - 21 mm.)

BLISSFIELD, MICHIGAN

1. The Men's Store / Pletcher / & / Hall / Blissfield, Mich.  
Rev.: Good for / 5 / in merchandise (aluminum - 23 mm.)

CADILLAC, MICHIGAN

1. Dealers / this check / will be redeemed by / National Grocer Co. / Cadillac, Mich. / Not redeemable / After Nov. 15, 1928  
Rev.: Good for / one 10¢ Pkg. / Light House / Iodized Salt / If presented to grocer / when receiving / your order / for / Light House Coffee (aluminum - 31 mm.)

CALUMET, MICHIGAN

1. The Annex / Calumet / Mich.  
Rev.: Good for / 5¢ / in trade (brass - 21 mm.)
2. Bianchi's / Bar / Calumet / Mich.  
Rev.: Good for / 5¢ / in trade (brass - 19 mm.)
3. Bianchi's / Bar / Calumet / Mich.  
Rev.: Good for / 5¢ / in trade (Red Fibre - 19 mm. - varieties in size of reverse letters:)
4. Mission Billiard Parlor / Calumet, / Mich.  
Rev.: Good for / 5¢ / in trade (brass - 21 mm.)

CARLETON, MICHIGAN.

1. Carleton / Dairy / Carleton, Mich.  
Rev.: Good for / 1 / Quart / Milk (aluminum - 25 mm.-octagonal)

CARSON CITY, MICHIGAN.

1. C. F. Churchill / Lunch / Room / Carson City.  
Rev.: Good for / 5¢ / in trade (aluminum - 25 mm.)

CEMENT CITY, MICHIGAN

1. Losey & Tompkins / Cement City, / Mich.  
Rev.: Good for / 5¢ / Drink / At the bar (aluminum - 25 mm. octagonal)

CHARLOTTE, MICHIGAN

1. Page & Harrison / Charlotte, / Mich.  
Rev.: Good for / 5¢ / in trade (brass - 24 mm. square with scalloped corners)

CHEBOYGAN, MICHIGAN

1. New / Cheboygan / Hotel  
Rev.: Good for / 5¢ / in trade (brass - 24 mm.)
2. New / Cheboygan / Hotel  
Rev.: Good for / 25¢ / in trade (brass - 28 mm.)
3. New / Cheboygan / Hotel  
Rev.: Good for / 25¢ / in trade (aluminum - 28 mm.)
4. New / Cheboygan / Hotel  
Rev.: Good for / 1.00 / in / merchandise (aluminum - 35 mm.)
5. Thos. Trudo / Tannery Saloon  
Rev.: Good for 5¢ / Drink or Cigar (white metal - 21 mm.-holed)



CHESANING, MICHIGAN

1. Babcock's / Department / Store / Chesaning, Mich.  
Rev.: Good for / 1 / cent / in trade (brass - 25 mm.)
2. Chesaning / Recreation  
Rev.: Good for / 5¢ / in trade (aluminum - 20 mm. hexagonal)
3. Chesaning / Recreation  
Rev.: Good for / 10¢ / in trade (aluminum - 25 mm. square-  
scalloped corners)
4. Conly & Mc Phillips / Cafe / Chesaning / Mich.  
Rev.: Good for / 5¢ / in trade (aluminum - 25 mm.)
5. Pidd & Teighert / Chesaning / Mich.  
Rev.: Good for / 5¢ / in trade (aluminum - 20 mm.)
6. Eddie Ruppel / Chesaning / Billiards  
Rev.: Good for / 5¢ / in merchandise (aluminum - 22 mm.)

CLARKS LAKE, MICHIGAN

1. Eagle Point / Hotel / Clarks Lake. Mich.  
Rev.: Good for / 5 / cents / in trade (aluminum - 29 mm. scalloped)

CLARKSVILLE, MICHIGAN

1. Lee Moore / Clarksville / Mich.  
Rev.: Good for / 5¢ / in trade (aluminum - 20 mm.)

CROSS VILLAGE, MICHIGAN

1. W. M. Shurtleff / The / Hustler / Cross / Village / Mich.  
Rev.: Good for / 5¢ / in merchandise (aluminum - 19 mm.)
2. W. M. Shurtleff / The / Hustler / Cross / Village / Mich.  
Rev.: Good for / 10¢ / in merchandise (aluminum - 21 mm.)
3. W. M. Shurtleff / The / Hustler / Cross / Village / Mich.  
Rev.: Good for / 25¢ / in merchandise (aluminum - 25 mm.)
4. This check is good for / five cents / In Goods / At the store of /  
Will M. Shurtleff / General Merchant / Cross Village, / Mich.  
Rev.: Five Cents / 5 / Not transferable (Blue cardboard - 35 mm.)
5. This check is good for / ten cents / in goods / at the store of /  
Will M. Shurtleff / General Merchant / Cross Village, / Mich.  
Rev.: Ten Cents / 10 / Not Transferable (Red cardboard - 35 mm.)
6. This check is good for / twenty five cents / in goods / at the  
store of / Will M. Shurtleff / General Merchant / Cross Village, /  
Mich.  
Rev.: Twenty five cents / 25 / not transferable (yellow cardboard  
35 mm.)

CRYSTAL FALLS, MICHIGAN

1. Chas. Lee / Superior Ave. / Crystal Falls, Mich.  
Rev.: Good for 5¢ in trade (brass - 21 mm. - holed)
2. Mottes Bros. / Crystal Falls, / Mich.  
Rev.: Good for / 5¢ / in trade (brass - 21 mm.)

DETROIT, MICHIGAN

1. Al's Tavern / 16333 / Plymouth / Rd. / Detroit, Mich.  
Rev.: Good for / 25¢ / in trade (aluminum 19 mm.)
2. Wm. Amrhein / Detroit / 3¢  
Rev.: Das Leben ist doch Schon (brass - 20 mm.)

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MICHIGAN TRADE TOKENS - Cond.

3. Best's / Buffet / Detroit, Mich.  
Rev.: Five (aluminum - 25 mm.)
4. James Broadway / 1689 / Mich. Ave. / Detroit  
Rev.: Good for / 5¢ / in trade (aluminum - 25 mm.)
5. Brown Brothers / La Florde / Fontella / 5 ct. / Cigars / Detroit  
Rev.: 5 (white metal - 29 mm.)
6. Brown Brothers / Detroit / La Florde / Fontella / 5 ct. / Cigars  
Rev.: 10 (copper - 29 mm.)
7. Brown Brothers / Detroit / The Cigar / Makers  
Rev.: Good for / one / Fontella / Cigar / This check will be  
redeemed by any dealer (copper - 29 mm.)
8. Brown Brothers / La Florde / Fontella / 5 ct. / Cigar / Detroit  
Rev.: 25 (copper - 29 mm.)
9. The Caille Bros. Co. / Detroit, U.S.A. / Slot / Machines  
Rev.: Good for / 5¢ / in trade (white metal - 11 mm.)
10. The / Caille / Co. / Detroit  
Rev.: Caille / Detroit (brass - 21 mm.)
11. Caille / P. B. G. M. / Detroit  
Rev.: Good for / 5 / in trade (white metal - 22 mm.)
12. The Caille Bros. Co. / Slot / Machines / Detroit, U. S. A.  
Rev.: Good for / one / tune (brass - 21 mm.)
13. The Caillè-Schiemer Co. / Chicago / Jersey City / San Francisco /  
Detroit  
Rev.: Good for / one / tune (brass - 21 mm.)
14. The Caille-Schiemer Co. / Detroit / Chicago / Jersey City / San  
Francisco  
Rev.: The / Detroit / --picture of slot machine on each side  
of lettering (brass - 11 mm.)
15. Casino Bar & Grill / 2771 / Woodward / Detroit  
Rev.: Good for / 5¢ / in trade (aluminum - 20 mm.)
16. L. Cottingham / 216 / Griswold St. / Detroit, Mich.  
Rev.: 2½ / cents / in trade (aluminum - 25 mm. octagonal)
17. Frank C. Dembeck / Detroit  
Rev.: Good for / 5¢ / in trade (brass - 19 mm.)
18. Paul De Ronne / 107 / Adair / St. / Detroit, Mich.  
Rev.: Good for / 5 cents / in trade (aluminum - 24 mm.)
19. Detroit, Mich. Board of Education / Telephone token  
Rev.: 5 cents (brass - 21 mm.)
20. Bright Difference / Detroit Times  
Rev.: Worth 7¢ / on / purchase / of / Detroit Times (aluminum - 20 mm)
21. The Full Man / L. E. Draper / 15 / Grand River / Detroit, Mich.  
Rev.: Good for / 2½ / cents / in trade / at the bar (aluminum-24 mm.)
22. C. D. Ericksen / Detroit, Mich. / 10  
Rev.: picture of wine bottle and glass, stars around edge  
(brass - 24 mm.)
23. Billy Gaffney / 63 / Mich. Ave. / 74 / Detroit - (74 is incused)  
Rev.: Good for / 10¢ / in trade (aluminum - 21 mm.)



24. Drink / Goebels / Detroit / Beer  
Rev.: Good / for / 1¢ at / Goebel Brewing Co. / Detroit, Mich.  
(aluminum - 26 mm.)
25. Gold Dollar Bar / F. Bielman, Prop. / 5¢ / in trade / 31 Farmer St. / Detroit, / Mich.  
Rev.: Membership emblem of the don't worry club / good luck - swastika emblem in center - (brass - 24 mm.)
26. Gold Dollar Bar / F. Bielman, Prop. / 5¢ / in trade / 31 Farmer St. / Detroit, / Mich.  
Rev.: swastika emblem (brass - 31 mm. - not perfectly round in shape)
27. Ilo Bar / Jim Nicola / Detroit  
Rev.: Good for / 5¢ / in trade (brass - 20 mm.)
28. J. S. / Detroit, Mich.  
Rev.: Good for / 5¢ / in trade (aluminum - 24 mm.)
29. John's Tavern / 4191 / Pennsylvania / Detroit  
Rev.: Good for / 5¢ / in trade (brass - 20 mm.)
30. Kretsch & Lademacher / Hardware / Plumbing / 14628 Mack / Detroit 24, Mich. / VA. 3-0777  
Rev.: Kretsch & Lademacher / good for / 5¢ / on any / purchase of / 1.00 or more / trade check (aluminum - 25 mm.)
31. Mc Intosh / Bar / Detroit  
Rev.: 21 / 25 Mich. Ave. / 18 La Fayette (brass - 25 mm. octagonal)
32. Mamie's Cafe / 4509 / 33rd St. / Detroit, Mich.  
Rev.: Good for / 5¢ / in trade (aluminum - 21 mm.)
33. Morris Bar / 10017 / Mt. Elliott / Detroit  
Rev.: Good for / 5¢ / in trade (aluminum - 20 mm.)
34. A. Nieper / Detroit, Mich. / 3  
Rev.: camel with two humps portrayed (brass - 20 mm.)
35. Old Kentucky / Whiskey / Co. / Detroit, Mich.  
Rev.: Good for / 5¢ / with / beer bottle (aluminum - 25 mm.-hexagonal)
36. Penny / Pantry / Detroit  
Rev.: Good for / 7 / pennies / worth of food (aluminum - 26 mm. octagonal)
37. People's / Outfitting / Co. / Michigan at Shelby Branch 14225 W. Warren / This Coin Good for / \$1 / on any new / purchase of / .10 or over / good only / at the time / of purchase  
Rev.: It's easy to pay the People's way / only one coin or check / accepted on any one purchase / furniture / for every room / in the home and / clothing / for every member / of the family (aluminum - 38 mm.)
38. People's Outfitting Co. / Michigan at Shelby - Branch 14225 W. Warren / People's Gold Star Club / \$5  
Rev.: One Coin good for / \$5 / on any new purchase of / \$50 or over if presented / at the time of purchase / only one coin or check / accepted on any one purchase (gilded brass - 31 mm.)
39. Pete's Place / 12444 / Visger / Rd. / Detroit  
Rev.: Good for / 5¢ / in trade (brass - 19 mm.)
40. Pringle's / Cor. / Woodward / and / Jefferson Ave. / Detroit, Mich.  
Rev.: Take me back with / 10¢ / and get a 15¢ / drink (aluminum - 24 mm.)



MICHIGAN TRADE TOKENS - Cond.

41. C. S. Proctor, D. D. D. / 15 / Grand River Ave. / Detroit  
Rev.: Good for / 2 $\frac{1}{2}$  / in trade / at the bar (aluminum - 25 mm.)
42. The Pullman / 15 / Grand River / Detroit  
Rev.: Good for / 2 $\frac{1}{2}$ ¢ / in trade (aluminum - 24 mm.)
43. Louis Schneider / 110 / Woodward / Ave. / Detroit, Mich.  
Rev.: The Place for / A Fruit Fizz / Good for / 2 $\frac{1}{2}$ ¢ / in trade  
(aluminum - 25 mm. - octagonal)
44. We / specialize in / nationally advt'd. / merchandise / jewelry on  
credit / Simmons & Clark / 1543 Broadway / Detroit / Mich.  
Rev.: \$3.00 / this coin good / for \$3.00 on any / purchase of  
\$20.00 / or over / Simmons & Clark / 1543 Broadway / Detroit / Mich.  
(copper - 25 mm.)
45. Turner's / Club / Detroit  
Rev.: Good for / .5¢ / in trade (white metal - 22 mm.)
46. The National Umbrella Livery Co. / Detroit, Mich. / J. O. Taft /  
Treas.  
Rev.: Universal / Exchange / Check (white metal - 30 mm.)

(To be Continued)

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CHANGE IN SECRETARY FOR TAMS

William B. Spilman has recently resumed the duties of Secretary for TAMS. It may be interesting to learn of his beginnings in the exonumist area of collecting. Bill writes as follows:

"In 1957, a friend of mine gave me an Eisenhower 2nd Inaugural Medal. That was the first item, and it's size and uniqueness got me into further hobbying. I searched through my home--my folk's home--my wife's folks home, --and my wife's grand-parents home, and ended up with an assortment of tokens and medals---not many, but enough to whet my appetite for further collecting.

First I concentrated on Official Inaugural Medals, but this went far too slow between acquisitions. Then, having found a few Civil War items, I began to concentrate on this phase. In the meantime, anything that even looked like it might be interesting, I tried to get.

In rounding up Civil War items, I got some Lincoln pieces, and eventually, began to specialize on Lincoln medals, tokens and memorabilia. I have over 100 Lincoln pieces now, and use my "accumulation" from earlier days to get other Lincoln items. As Advertising Director of the News-Virginian here in Waynesboro, I was most pleased to get a Lincoln piece from the members of the ad department at our recent Christmas dinner--a silver Lincoln-Garfield piece, like the bronze still available at the Mint, but considerably larger. My "centerpiece" for displaying the Lincoln items, is the big bronze plaque made by Brenner in 1907, about which there has been considerable publicity in "Coin World" in the past couple of years. About 15 of these seem to exist. Also have a rare Lincoln funeral piece."

Bill is currently serving as Vice-President of TAMS, and recently agreed to resume the duties as Acting Secretary of TAMS. Bill had previously served as Secretary during 1962 thru 1964. The former Secretary, Robert R. Hailey had to give up this office, due to a transfer in business. So, for the time being, if you wish to join TAMS, or have any other correspondence with the Secretary, address it to William B. Spilman, P.O. Box 1122, Waynesboro, Virginia 22980.



LOVE TOKENS

By Norma Killinger

(Editor's Note: Norma placed first in an exhibit competition last month, for her display of love-tokens. Congragulations, Norma! Below is the information that accompanied her display.)

Special coins were given in the olden days as tokens of betrothal, and also exchanged at the wedding.

Later, English sailors and prisoners engraved or fabricated "pin-hole" work on coins. These were remembrances or personal mementoes, and were generally given to members of the family and friends--symbolic of a different form of love.

The engraving of coins as "love-tokens" was imported to the United States around 1850. During the ensuing decades, such tokens could be obtained at county fairs or carnivals. One side of a coin was ground smooth in advance, and then the engraving was performed by the "pitch-man" or jewelry engraver upon order.

A great many tokens were worn as personal jewelry, and may be considered forerunners of coin bracelets, necklaces, etc., found in present day shops. This fad lasted until 1890, when government regulations curbed this pleasant fancy.

A "love-token" collection is difficult to assemble, since the sentimental value of such items keeps them in the possession of their owners. Also, these tokens were comparatively low in intrinsic value, and would tend to be the last item disposed of by their owners or heirs, down through the years, where not too much sentiment was involved.

Again during World War II, the craving for tokens to loved ones was resurrected, as seen in necklaces and bracelets created from foreign coins.

MEDAL HONORING GENERAL CUSTER ISSUED

The Monroe Coin Club has had a medal struck, honoring General George Armstrong Custer. General Custer made his home in Monroe, and married a Monroe girl--Elizabeth Bacon, thus making him an interesting historical figure for the people of Monroe.

George Custer was graduated from West Point in 1861. He fought in many famous battles of the Civil War, including Bull Run and Gettysburg. He was one of Sheridan's recklessly brave young cavalry chiefs, and at the age of twenty-six was a major general. Custer led the last cavalry charge of the Civil War at Appomattox Court House.

After the war, in 1866 the 7th Cavalry was formed for the purpose of protecting railroad workers and settlers from the Indians. As a Lieutenant Colonel of Regulars, Custer was sent to the Frontier, and ran the regiment.

Custer wore his hair in long curls, and because of this, the Indians named him, "Long Hair".

Custer was in command of his regiment at the Battle of the Little Bighorn, on June 25, 1876, but the Indian Chiefs Gall, Sitting Bull and Crazy Horse with hundreds of trained warriors proved to be too much for Custer. The Indians scored the red man's greatest triumph against their white enemy in this battle--208 men had been with Custer, and not one survived. There were also heavy losses in other regiments. Custer was only thirty-seven when he died fighting, and today, "Custer's Last Stand"



remains a byword in frontier history.

Information as to how to obtain a specimen of this medal can be obtained from Robert Lusch.

\* \* \* \* \*

### WHY I COLLECT MEDALS

By Clarence Lindsey

I used to collect coins, but nobody was interested in seeing in an album, what they could reach into their pockets and find. But medals---they are all different, have beautiful art work and sculpture to them, and a great historical background too!

I consider them as a small tribute, in remembrance of a lot of great people, or events that helped make this country great! In addition, it is possible for us to be able to collect what we want. If I see a medal, and I like it, I buy it---not just because I have a hole in an album to fill, but because I like it. I don't have to worry whether the price is going up or down, or if it is circulated or uncirculated, or what the mint figure is. When I collected coins, it seemed like the collectors weren't happy, unless they were "beating somebody out of" a coin. Or else, they were only interested in the coins they had, or wanted to sell. They always seemed to think that theirs was always better than anybody else's. It seemed too one-sided, and no one wanted to give anyone else a break.

So, I switched to medals, and met a lot more friendlier type of people, and a lot less things to worry about. The field of medals has a lot larger variety to choose from. I think I will stay with medals, and let the other collectors get ulcers over "who's beating who out of what", and "who's got the best coins".

When you buy a Commemorative, you are paying a tribute! When you buy a coin--you are just paying.

\* \* \* \* \*

### NEW DETROIT STORE CARD

One of our new members, Earl Schill, has recently issued a Store Card. Earl is a dealer in coins, stamps and Indian artifacts, operating his store at 1434 Farmer Street in Detroit. On the obverse of the card is portrayed an Indian in full headdress, and the inscription, "Earl Schill" - "Founded 1927", when he first began his business. The reverse of the medal pictures a Thunder Bird, and is dated 1962-S, commemorating his 35th Anniversary in business. It is a very attractive item, and one that he can be truly proud of. The token was struck in limited quantity, on a thick planchet--25½ mm.

(One of these store cards has been donated to our organization by Frank Western.)



THE GRAHAM-MORTON LINE

By P. H. (Jim) Frans

The Graham-Morton Steamship Line is especially interesting to token collectors, inasmuch as the line issued a number of advertising, or time-table tokens. We are also under the impression that they issued a number of transportation type tokens. We have been unable to uncover any information on the transportation tokens, and were inspired to write this article, hoping perhaps some of our readers could shed some light on them. At the end of this article, the time-table tokens listed by Atwood, plus other varieties known, are listed. It has been thought, but not confirmed, that each ship had a different token, and that many varieties exist.

A small group of pioneers left the Netherlands in 1846, under the leadership of Dr. A. C. VanRaalte, and came to America to obtain freedom and independence. Through the efforts of General Lewis Cass, and other prominent Detroit citizens, Michigan was chosen as the most suitable place. The location on the Eastern shore of Lake Michigan, with its natural bay, appealed to these enterprising Hollanders.

They first laid out a town at the head of the river, and it was called Hope Haven. This was later called Black Lake, and is now known by the beautiful Indian name--Macatawa Bay. The name Holland was adopted for the city, this being the name of the principal province of the Netherlands.

The early years of their history were similar to those of every new pioneer town, and by the year 1871, the prosperous little city had two railroads and several small factories.

On October 9th, 1871, a great fire all but leveled the city. Forest fires had been raging throughout the midwest, with small fires rising to menace Holland and other young cities of Michigan. The fire occurred near the quarter-century anniversary of the colony, and struck the Holland residential section at 1:00 A.M.. In two hours 243 homes, 3 hotels, 75 stores and offices, 15 factories, 5 churches and other buildings had burned. Three hundred families sought refuge in boats on Black Lake, or in empty lots and fields.

After the fire, until 1890, the progress of the city was slow, but substantial. By 1890, the railroad, shipping and transportation facilities enjoyed by Holland, were unsurpassed by any other town in Western Michigan. Its location at the junction of the two divisions of the Chicago & West Michigan and the Detroit, Lansing & Northern systems of railroads gave direct rail communication with Chicago, Grand Rapids, Muskegon, Detroit and all points East, West and South. The freight and passenger accommodations afforded by the railroads were excellent. Thirty-two passenger and eighteen freight trains left Holland daily. By water, the Holland & Chicago Transportation Company was organized in 1893. The Grand Rapids, Holland & Chicago Steamboat Company was organized in 1894. Holland was also served by the Holland & Milwaukee Line, which operated as a Pere Marquette car ferry. The docks were located at Ottawa Beach. Graham-Morton leased the ships, and made two trips to Milwaukee each day.

The Graham Morton Steamship Line also had docks in Holland. There were usually eight to twelve ships leaving Holland Harbor per day. In 1901 the Grand Rapids, Holland and Lake Michigan Railway Company began serving Holland. They operated an interurban electric trolley line from Grand Rapids to Holland, and on to Saugatuck. A car left every half hour, and they met all passenger and freight ships leaving the city.



The principle business of the interurban trolley was bringing in freight from Grand Rapids, transferring it to the Graham-Morton ships, which took the cargo to Chicago. On the return trip, the ships carried the freight from Chicago, destined for Grand Rapids.

The man who seems to have seen the need for a two-way link to connect the crowded cities of Illinois and Wisconsin with the resorts of Michigan, and to carry across the lake the produce of our state's orchards to the hungry mouths of the big cities, was John Graham of St. Joseph, Michigan.

John Graham was born in Boone County, Illinois on December 10, 1849. He spent his boyhood years at Elkhart, Indiana. He came with his parents to St. Joseph when he was fifteen. His father was in the hardwood lumber business in St. Joseph, and John worked in the office. After his father's death, young John took over the business. For some years, he had as a partner, a man by the name of Andrew Crawford. In later years Crawford also became a ship-man. John Graham married Lora E. Chase of Benton Harbor when he was in his middle twenties. John had interests other than the lumber business. He was President of the Alden Canning Company of Benton Harbor, and President of the St. Joseph Hotel, plus being active in local politics--he was a staunch Republican. The affairs of the lumber business necessarily brought him into close contact with the lake shipping of St. Joseph. These were boom years in the lumber days.

No doubt, he and hundreds of his fellow townspeople watched the red glow in the Western horizon which was the first message of the Great Chicago fire on October 8th, 1871--just the day before the big fire in Holland. (Many of the old-timers think that some of the embers of the Chicago fire were carried by the high winds across the lake, and started the fire in Holland.) Here, he argued to himself, was the market for his lumber and for the produce of the lands about him. He also visioned the crowds from the big cities, who would throng to the resorts and beautiful sandy beaches on the Eastern shore of Lake Michigan. To him, the solution was clear. He would need a fast steamer line, to carry the lumber and produce westward, and to bring the Chicagoans and Westerners to Michigan.

John Graham did not have enough capital to build a fleet of first-class ships. He did have good contacts on both sides of the lake. He was twenty-six years old when he went to Chicago, and contacted a man, who he thought might understand his ideas and appreciate the possibilities of the plan he had conceived. He contacted Mr. J. Stanley Morton.

Morton was a Chicagoan, a successful business man, and a capitalist. He agreed to back Graham, and the Graham-Morton Company was born. Graham became President, and Morton the Secretary-Treasurer.

Two ships were immediately purchased--"The Messenger"--a nine year old ship built in Cleveland in 1866, and the "Skylark"--built in Detroit in 1864. Both vessels had good freight capacity, and excellent accommodations for passengers. Shortly after buying the "Skylark", she was renamed the "Berrien", after Berrien County. In 1879, they added a third vessel to the line. It was a side-wheeler named "May Graham". She was constructed in St. Joseph. The ship was well built, and remained in service for forty-two years. She was intended for river service.

These vessels were at the time painted black to the main deck, with white upper hull and cabins, and black stacks.

Another ship was added to the line in 1882--"The Lora". She sailed on Lake Michigan until 1914. Her later names were "Alice Stafford" and "Manistee". In 1883, the "City of St. Joseph" was added. She served



the line only one year. During 1884, the "City of St. Joseph" was badly damaged by fire at Benton Harbor, and her hulk was sold.

During 1887, a larger ship was built at Benton Harbor. She was named "The Puritan". She sailed for the Graham-Morton Line for four or five years, and was later sold to the Seymour Transportation Company of Chicago. In 1895 she was destroyed by fire at Manistee.

By 1889, Graham's hopes had been realized. His docks at Benton Harbor had become the fruit delivery station for three counties. Their vessels, though small, were so popular with tourists, that the company was obliged to build passenger ships exclusively.

The company's Chicago docks were wisely chosen. They were located at the North end of Wabash Avenue, in the heart of the city, and only one block from the world famous--South Water Street Market. To reach the docks, they had to negotiate only one bridge--the swing bridge at Rush Street.

In 1890, the company went all out for the passenger trade, with the palatial steel side-wheeler, the "City of Chicago". She was wrecked in Lake Superior on September 21, 1942. The hulk was then made into a barge. She served on the lakes for fifty-two years.

Another floating palace was added to the line in 1892. She was named "The Chicora", and had accommodations for two-hundred night passengers. Her hull was heavily sheathed, so that she could be used for winter service, and could cruise a little over eighteen miles per hour, which was fast for the times. She was lost in a storm after leaving Milwaukee on January 19, 1895, headed for St. Joseph, and was never heard from. Some of her wreckage was later washed ashore near South Haven, Michigan. She carried no insurance, and the loss to the company was \$175,000.

The loss of the "Chicora" left the line with only one large ship--"The City of Chicago". For immediate replacement, the company purchased the barge, "R. C. Reed", which was built in Saugatuck in 1888. She was rebuilt into a passenger ship, and renamed, "The City of Louisville". This ship served for six years, until it was badly gutted by fire in 1901. The hulk was sold to Hart Transportation Company--again rebuilt, and renamed the "Harriet A. Hart".

During 1896, the company purchased the side-wheeler, "City of Milwaukee". She was considered the queen of Lake Michigan. Around 1900, she was renamed "Holland". The ship served until 1916, when it was sold to the Crosby Transportation Company. On October 28, 1919 the ship ran into the North pierheads at Muskegon, and twenty-nine lives were lost.

In 1896, an interesting incident happened on one of the ships. A party of excursion minded people, boarded one of the ships in the morning at Holland, leaving for Saugatuck. They had a beautiful and delightful trip out of the Holland harbor, and on Lake Michigan. When they got inside of the Kalamazoo River, and proceeded toward Saugatuck, they ran aground on a sand bar, and there they stayed. The only tug in the area had been called to St. Joseph, and they were helpless. They finally secured some small boats from the shore. The entire party got in them, and they were rowed up the river to the hotel at Saugatuck. On the way up the river, they saw a curious instance of the resistless force of the wind and sand--a whole town (Singapore) was completely buried in sand with the exception of a few chimneys, and the peak of one roof. They were unable to tell how long it had taken to bury it, but it was gone forever. They had a hearty dinner at the hotel, and after finding out that the steamer was liable to stay where she was on the sand bar for an indefinite period, they began to skirmish around for a way of getting



back to Holland, to relieve the anxious hearts they knew would be waiting when they did not return at the appointed time.. The party was too large for a carriage, and there was no stage in the town. They finally got a farmer to fill his hay-rack half full of hay, and a jolly time they had--driving across the country, back home. The roads, although dirt, were good, and before they arrived, the moon had risen in all its splendor. They reported it was a perfect ending to a delightful day.

During 1900, the Graham-Morton Company added two more small ships--the second "May-Graham", and the "Mary". They were intended for excursions in rivers and sheltered harbors. The "Mary" operated on the St. Clair River for twenty years. During 1901, the "Puritan" was built for the line. She operated mostly on the Chicago to Holland and Saugatuck trip. During World War I, she served as a troop transport.

In 1902, the line bought the "Argo". She was a little smaller than the "Puritan", and ran with the Graham-Morton fleet until 1910, at which time she was sold, and renamed the "Racine". She also served as a transport in World War I. After the war, she passed into French registry.

Graham Morton had two tugs; one of the two, "Bob Stevenson", was used to tow the line's ships in and out of the river at Holland. The other was the tug, "Bonita". She proved to be too large, and too expensive, and was soon sold to the city of Chicago. There she serves the cities intake stations, and keeps the rivers free of ice in the winter.

In 1905, the new queen arrived, "The City of Benton Harbor". She was painted all white, and was very popular. During 1906, the company added two small wooden freight and passenger steamers--one the "Soo City", and the other, "The Joseph C. Suit"--built in Saugatuck in 1888. The same year, they chartered the "William H. Gratwick" for the season.

The period from 1905 to 1915 was a prosperous era for the line. By this time, its services and ports-of-call had been definitely determined into two routes. The Southern line from St. Joseph and Benton Harbor to Chicago was served by the side-wheelers "City of Chicago", "City of Benton Harbor" and "Holland". The Northern line, connecting Chicago with Saugatuck, Douglas, Paw Paw and Holland was served by the "Puritan" and "Argo". The Holland route connected with interurban lines running to Grand Rapids, and was known as the Grand Rapids Short Line. The Southern route was known as the "Dustless way to Happyland".

The steamer, "City of Grand Rapids" was launched during 1912. A new queen was crowned. She would do better than twenty miles per hour, and was considered the fastest ship on the lakes.

An event occurred in 1914 which bordered on being a major accident, and was kept from being one by the sheer daring of Captain Oscar C. Bjork--commander of the "City of Chicago". On the way from Benton Harbor to Chicago, late in the afternoon, a fire broke out in the aft cargo hold. The lake was nearly calm, with a light westerly breeze blowing. The crew was unable to put the fire out. The Captain ordered the boiler room crew to bank the grates with as much coal as they could get in, while they still had time, before the fire forced them out of the hold. He then set out, full-speed for Chicago. The speed of the ship, and the direction of the wind, kept the flames astern. He sent word to Chicago, by wireless, and asked for help when the ship reached the harbor. Captain Bjork brought the ship to a crashing stop alongside the wooden harbor pierhead. Gang planks were let out, and everyone on board descended safely. Meanwhile, the fire tugs poured water on the ship, and doused the passengers as they went down the gang planks. The ship was later rebuilt, and renamed--the "City of St. Joseph".



During one season, the line engaged in Lake Superior trade with the chartered ship, the "Pere Marquette 5", running to Houghton and Hancock. The old "City of Traverse" carried freight for the line during 1915 and 1916.

In 1917, the "Puritan" was requisitioned by the U. S. Navy. All of the older and smaller vessels had been disposed of--also the big "Holland". From 1917 until 1921, the line only had three ships, "The City of Grand Rapids", "The City of Benton Harbor", and "The City of St. Joseph". In 1921, they bought the "City of Alpena II", and the "City of Mackinac II" from the Detroit & Cleveland Navigation Company, and renamed them "The City of Saugatuck" and the "City of Holland".

Before this expansion, the company had been in financial trouble, and in the hands of receivers for a year or two. A temporary increase in lake travel occurred after the war, and the company managed to retrieve itself.

The Graham-Morton Line enjoyed a period of great prosperity during the first half of the twenties. It ran into real difficulty shortly after their docking facilities in Chicago were directly in the path of Chicago's proposed outer-drive. The facilities were condemned by the city, leaving Graham-Morton without a place to land. This project unseated all of the Chicago passenger lines, except the Goodrich Transit and Michigan Transit, whose docks were East of the proposed highway. After several apparent solutions had failed, the company's directors agreed to approve a merger with the Goodrich Transit Company, which possessed ample dock space. The merger was affected on October 16, 1924. After this date, all vessels of the Graham-Morton Line came out under the colors of the Goodrich Line--thus ending one of the greatest steamship lines of the Great Lakes.

The Goodrich Transit Lines suspended operations during the depression days of the early thirties.

#### GRAHAM & MORTON Time Table Tokens

As listed by Atwood:

Obverse: GRAHAM & MORTON LINE DOCK FOOT WABASH AVE / PHONE CENTRAL 2162 (pictures Steamship, sailing to the right)

(L o B 32 Sd ) St. Joe, Grand Rapids, Holland and Saugatuck / Large, Fast, Commodious, Steel Steamers / Five Sailings Daily Unsurpassed Service / Most Direct Route (reeded edge)

(M o B 33 Sd ) The Great Excursion Route St. Joe 50¢ Round / Trip Week Days Grand Rapids \$1.50 Day Boat (reeded edge)

(N o B 33 Sd ) The Great Excursion Route Effective June 20th / 1910 St. Joe 75¢ Round Trip Week Days / Grand Rapids \$1.50 Day Boat

Others--not listed by Atwood:

( o B 33 Sd.) Obv. same. Rev.: THE GREAT EXCURSION ROUTE / ST. JOE / 50¢ / Round Trip Week Days / GRAND RAPIDS / \$1.50 / DAY BOAT (reeded edge)

( o B 33 Sd ) Obv.: GRAHAM & MORTON / LINE / NEW S.S. CITY OF GRAND RAPIDS / AUTOMATIC 489-348 / CENTRAL AVE / DOCKS FOOT WABASH AVE. (pictures Large Steamship, sailing to left) Reverse: ST. JOE / 3 TRIPS DAILY / GRAND RAPIDS / HOLLAND / SAUGATUCK / 2 TRIPS DAILY / EFFECTIVE JUNE 23rd.

(We would like to receive a description of any others that exist.)



BUTTONS, BUTTONS, -- I'VE GOT THE BUTTONS

By Rose Aman

Why this button? It's just an old button. What makes it so different from the rest?

Every chance I get, I'm going through someone's old button box. In the process of doing this, I might happen upon one or more that strike my fancy. So, the above question is often asked. To the majority of people, it's just another old button without a mate, and they have no use for it. But it's very special to me, because for the past twenty years, I've collected just such buttons. There are still new and different types for me to find.

Let us look at buttons as a Hobby. We can collect certain ones, because they are old. Or, from the standpoint of beauty and art. Still further, we can go into the study of them from the "human interest"--as to how they were made and when. Regardless of the reason, one will always find the field of buttons can go on and on.

As our collections progress, it is of interest to note all the different types and specimens we can unearth in the button boxes of family, friends, neighbors--and even strangers.

Now, after these twenty years of collecting, I've at last had to do something with all of my boxes, bags, jars and more boxes of treasured buttons. What to do? I wanted them to be seen by my friends--after all, they supplied me with many of them. About two years ago, I ran across some small gilt frames--all rather old. These were just what I needed to store my buttons on, and provide a means by which they could be displayed for all to see. There is now one wall in my living room with framed buttons, sorted in different categories.

There are too many types of buttons for me to list here, as this would require a good sized book; therefore, I will list a few of them.

One type is the uniform, or service button. This type can be divided into two types, the first uniform buttons from coveralls, work pants or from other kinds of civilian work clothes, and second service buttons. These have really got me involved. It started with some Civil War uniform buttons from a friend. From there I went to service buttons from World War I uniforms, and then to Second World War. I wasn't willing to stop there, but had to go on to Civil War tokens, Service badges and medals, etc.

Getting back to other types of buttons, we have Still Life buttons, Cupids, Dragons Heads, the Zodiac types, the Orient, the Garden, Ladies, Birds and the Zoo. We have Sporting buttons, glass buttons, round ones, square ones, pearl, bone, china, buttons on Transportation, buttons with animals, and then of course we have the modern plastic buttons.

As was stated before, there are so many--but, I would like to go on to tell you of the beautiful "Jet" button. These are the kind of Anthracite produced by the action of time, pressure, heat and sea-water on the trees and plant growths of the Carboniferous Age. In other words, it is similar to coal. The finest "Jet" is found on the coast of Yorkshire, near Whitby. It is also found in parts of Spain, France, Wurtemberg and the United States. Jet ornaments, including buttons, have been found among Neolithic and Roman relics, in the upper layers of cave deposits, etc. In button parlance, however, "Jet" is the name commonly given to the black glass which was developed originally in imitation of the real, but more expensive, material.



Or, I could go on to tell about the silver and turquoise button from Arizona--made by the Hopi Indians. There are also Tin Type--one of the small brass rimmed buttons which were often worn on waist-coats in Civil War days. Also, there is the picture button showing St. George slaying the dragon. The figures are similar to the famous "George" used as a pendent by the Order of the Garter.

We have the symbolic button--probably current just before, or in the early days of the Civil War. There is also the so-called "Whig" button, commemorating those Whigs who, in Colonial and Revolutionary America, were opposed to the British rule. Last, I'll tell you a little of the buttons of war--be it ancient or modern. These are surprisingly well represented on our buttons. Some show crossed cavalry sabres, bow and arrow, battle axes, a cannon with ram-rod, the tank, crossed daggers, modern pistol, the flaming hand grenade, and then there is the mace--it was an early weapon which was a particularly vicious kind of club.

It is comparatively easy to find weapons of war on buttons. For in spite of the hopes of pacifists, war is something that seems to be always with us, and its implements are of great importance to mankind. Their appearance on buttons, is proof that the Hobby is a true reflection of our times.

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#### WOODEN NICKEL BOOK

Two of our members, Frank Holstine and Floyd (Pete) Hartley, have recently completed and released a book on the Official Wooden Nickels of Michigan. The book contains forty pages of information, etc. on this material, and covers from 1934 thru 1965. It contains 81 photographs--many of the pieces shown, are illustrated for the first time. It is priced at \$1.50, and can be ordered from either Frank (718 Forest Dr. Fenton) or F. Hartley (411 N. Walnut St., Fenton 48430).

Congratulations, on a job well done!

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#### ARTICLES

We are sure the rest of the membership would enjoy hearing about items in your collection, how or why you started, and other items that can be shared. Let us hear from you.

If you like the articles and other material being published in our publication, tell your friends. If you don't--tell us! This is your bulletin, and we will try to please. Your comments will be appreciated!

#### MINING SCRIP BULLETIN

One of our new members, Walter Caldwell, is the "father" of a newsey, informative bulletin containing items on Mining Scrip tokens. If any of our members would like to receive a copy, contact him. (It's well worth the cost of the postage.) He is also interested in obtaining certain mining scrip tokens for his personal collection, so if you have any of these, that you are willing to part with, let him know.

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#### CHANGE IN BULLETIN NAME ?

A letter has been received from Frank D. Western suggesting that we change the name of our publication. He suggests that we could have a contest, offering a prize for the member whose idea was deemed best. Frank made several suggestions for a new name--"Meda-Lett", "Med-Alet", and also, "Metalic Mag".

Do any of our other members have any ideas, or comments about this?



THE HORSE CAR

Author Unknown

(Submitted by Ross Thorpe)

Hoots and laughter from a delighted throng of New Yorkers filled the chill November air as top-hatted and bearded city councilmen scrambled frantically out of the six doors of an oddly-shaped horse drawn carriage. The tongue of one carriage had crashed through the rear of an identical vehicle ahead on the maiden run of the world's first street car line. Nevertheless this 1832 attempt to solve the perpetual problem of city transit was hailed by Mayor Walter Bowne as the "greatest achievement of man".

The cars bore the name "John Mason" in honor of the prominent banker who had conceived the idea of "coaches mounted on iron wheels drawn by horses over iron rails". They also bore the name of the builder, John Stephenson, a young coachmaker. The first cars resembled stage coaches except that each had three compartments and ran on flanged iron wheels. Each compartment was designed to accommodate ten persons, though not unlike today, when the line was in actual operation the compartments held as many passengers as could fight their way in, and the roof was usually filled too. The car bodies were of wood, and leather straps provided the spring suspension of the day. There was a foot brake for the driver.

Almost a mile of track had been laid on Fourth Avenue. The "tracks" were granite blocks grooved to hold the flanges of the car wheels. The wheel treads rode on an inch-wide iron strap bolted next to the groove.

For the inaugural run the city councilmen boarded the first car and the officers of the railroad the second. As a safety demonstration, both cars were to stop short at a signal.

Whips cracked and the cars were soon rumbling about at about ten miles an hour. At the signal to stop, lead driver Lank O'Dell reined in his dappled grays and hit the brake. But the rattled driver of the second car merely cried, "Whoa". The horses alone couldn't stop the heavy car. The center pole pierced the rear of the leading vehicle, ruffling the local dignitaries. The resulting confusion gave the amused spectators a view of their city government in action.

John Stephenson became the world's foremost builder of horse cars. His cars were common in the cities of Europe, South America, China and Japan, as well as North America. He attributed his success to the fact that he used only American materials. American irons were tougher, he claimed, than the English and could provide the same strength with less weight. His success is more probably attributable to his flair for design, technical improvements and honest craftsmanship. He held many patents including one signed by President Jackson and his cabinet.

The horse car became a thing of the past after World War I, but the long suffering transit passenger is still with us in ever increasing numbers. City fathers across the country are taking a hard look at the problems of mass transit, and well they might. Today seventy percent of our population lives in urban areas, and some experts predict that this may rise to ninety percent before 1980. A new concept of rapid transit, one system to serve a whole metropolitan area, is being pioneered by San Francisco. A study is being made of the feasibility of linking the east coast megalopolis from Boston to Washington by a super transit system. There is a new look in equipment, too, and the look is steel. Stainless steel cars running through steel tunnels and over steel trestles will stop at steel stations. There is hope for the straphanger, if he can just hang on a little longer.